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1. During the month of October 1947, the following goods were shipped by USIA from the Donaukaibahnhof to the destinations named:

No. of cars	Cargo	Tons	Destination
14	Agricultural machinery (from Hofherr-Schranitz)	42	Munkachevo, USSR
29	iron and sheet metal	381	USSR
5	iron and sheet metal	70	Belgrade
5	Clay	148	USSR
11	Sheet brass	170	USSR
5	Sheet brass	124	Bulgaria
33	Underground cable	410	USSR
108		1445	

2. For the month of November 1947, the items listed below were transported from the Danaukailabahn to the destinations named:

No. of cars	Cargo	Tons	Destination
27	Underground cable	472	Munkachevo, USSR
13	Generators and Transformers	163	Munkachevo, USSR
1	Timber	116	Munkachevo, USSR

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No. of cars	Cargo	Tons	Destination
11	Clay	158	Munkachevo, USSR
1	Scrap iron (bandeisen)	17	Munkachevo, USSR
2	Wooden farm rakes	22	Munkachevo, USSR
1	Scrap iron	20	Trinec, Czechoslovakia
60		973	

## 3. YUZETRANS is in charge of all transportation arrangements for these shipments.

The cars for the shipment of these goods are ordered [redacted] whose office is in Matzleinsdorf [redacted] (Comment: Probably the Matzleinsdorf Freight Station in the 5th District of Vienna.). YUZETRANS then orders the cars brought to the proper station. The goods are brought to the station and loaded by YUZETRANS, then dispatched under international transit bills of lading. The station of destination is usually Munkachevo, USSR, and the receiver is designated as Techno-Port, Metallo-Port or Elektro-Port. The bill of lading carries the stamp "Russian Property" (Russisches Interessengut), and is accompanied by an export license also bearing the Soviet stamp; consequently, cargoes are not subject to customs regulations.

## 4. YUZETRANS pays no demurrage, although its transports customarily overstay the internationally specified loading time by 8 to 14 days or more. The back claims of the Donaukanalbahnhof alone for demurrage against YUZETRANS amount to approximately 200,000 Schilling, while the total arrears of the Soviets to the Austrian Federal Railways amount to about 6,000,000 Schilling. All demands by railroad authorities for payment of these back fees are promptly turned down. Because of the length of time the cars are tied up in the service of YUZETRANS, the rotation and availability of cars is severely handicapped.

## 5. There are four other Ostbahn stations from which goods may be shipped, namely (1) the DDSG station at the Praterkai; (2) Donauuferbahnhof; (3) DDSG station at Zwischenbrücken near the North Station Bridge; and (4) the CSDP station at Zwischenbrücken. Inquiries by Subsource as to recent shipments from these stations revealed no shipments from station (4). Station (2) reported that from the end of October to 20 November, 300 carloads of logs from Burgenland and Lower Austria and 40 carloads of agricultural machinery - mostly potato-diggers and threshing machines - had left that station destined for Munkachevo, USSR. After 20 November, an average of 2 to 3 cars per day of logs left this station bound for Munkachevo. Station (3) reported 40 carloads of logs from Burgenland and Lower Austria were stored there awaiting tugs which have already been ordered and are expected to convey the wood down the river during the first week of December. As of 3 December, however, although the Danube is navigable, no river traffic had been noted. Station (1) reported that the warehouses of the Soviet-administered DDSG on the Praterkai were filled with such USIA-produced items as typewriters, adding machines, electric motors, sheet brass, etc., which are waiting to be loaded on barges. One trainload of typewriters, motors and other electrical goods, which had long been ready to leave for the east, was recently halted just before its departure.

## 6. In the yards at the Donaukanalbahnhof there is a large number ([redacted] estimated 200) of bomb-damaged railway cars, claimed by the Soviets as war booty and marked with a large "T" (Trophy), over which the Austrian railways are allowed no claim. These cars are being slowly dismantled by three welders, and the scrap loaded into Czechoslovakian cars and transported either to Krinec or Bolumin, Czechoslovakia. The scrapping of these cars is being carried out under the supervision of the Iron and Scrap Department (sic) of USIA, whose chief is the former Soviet aviator KADIMENKO. (Comment: This is the first indication that there is an Eisen- und Schrott-Abteilung in USIA.)

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